

acted as messenger myself, and we did not discuss Tillen until the Democratic party shook hands.

I gave a copy, intended for Mr. Matthews, to Secretary Sherman, whom I met at the Johns Hopkins to the Finance Committee's office.

I never recalled that I received any letter of guarantees or assurances from Mr. Sherman or others."

At the conference, Maj. Burke said that to his knowledge there was no note or memorandum of conversation between Tillen and Matthews at his room, but there was nothing of any conversation committed to writing.

Q—Was there not an understanding between Tillen and Matthews, that Tillen, as a member of the committee, that you and other gentlemen on the other side should reduce any proposition made to the committee into writing?

The witnesses replied that he was confident that he subject under discussion at the time was not the subject of any conversation with the word of the President of the United States.

Here

ENTER A PASSAGE TOOK PLACE

[illegible]

**ANARCHY AND BLOODSHED.**

"Q—What was the result of this saying?"

A—"Please don't be disturbed in Louisiana!" I am understood by that that Hayes would not attempt to place the Packard Government over Louisiana.

The guarantees and assurances to be given by Hayes were agreed upon by the Nicholas Government, and they are afterwards indorsed by Sherman and Matthews on the part of Hayes.

Afterwards did he ever told any one Mr. Hayes in person had authorized guarantees or assurances.

At this point an intoxicated man entered, said he was called States officer, and wished to address the Committee. He was taken away by friends but returned and yelled out, "Hallelujah," and sang hymns with great religious ecstasies and excitement. The man was asked to be formerly of the navy, at present in the service of the Canadian Navy, New Jersey.

Maj. Burke proposed that the following resolutions concerning guarantees and assurances

## PACIFIC RAILROADS.

RECENT INCREASE IN RATES.

WASHINGTON, D. C., AUG. 21.—Mr. French, chief of the new Railroad Bureau, is of opinion that the recent doubling of rates of freight by the Pacific coast railroads is part of a scheme on the part of the railroads to compel shippers to make special freight contracts with them, so as to counsel merchants to accept such contracts, and to make them instead of by water. The railroad bureau now claim that the Pacific Mail has had all freight freight and all classes of through freight except such as were of a perishable nature, and that it required the approval of the commissioner has telegraphed to the Government Directors for information on the subject. The Directors have been held to a meeting, and made no reply. The understanding is that the Government will direct the Freight Agents to make this change, with the intimation that they would be protected by the Government. It is believed that Pacific people are wise to use this increased rate

the Government, for the reason that the Government would be very unwise to encourage the formation of a new corporation, which would be the only security it has for its great loan.

**THE SINKING-FUND LAW.**

The authorities of the United States and Central Pacific Railroads have not as yet communicated with the Government in relation to compliance or otherwise with the terms of the sinking-fund law. The Government is advised that the companies are at this time not considering whether they will recommend obedience to the law or will advise their companies to ignore the law, and that the law is unconstitutional. In such an event there would, of course, be protracted litigation. If, however, the Government should inform the companies of limitation under the law, and the provisions of the law, the companies, it is believed, Secretary Schurz will assuredly commence prosecution for forfeiture of the franchises under the act, and the companies will be forced to Sec. 11 of the act. That act would test the question even more summarily than a refusal to comply with the law, and the Government is on the ground that the Sinking-Fund law is not unconstitutional.

**THE ATCHISON, TOPEKA & SANTA FE RAILROAD.**

**PUBLIC LANDS.**  
**ENTRIES UNDER THE HOMESTEAD AND TIMBER-CULTURE ACTS.**  
*Dispatch Cincinnati Enquirer.*  
WASHINGTON, Aug. 20.—A table has been prepared at the General Land Office, showing the number of entries under the public lands laws in each State and Territory, under the Homestead and Timber-Culture acts, since the passage of the original Homestead act, May 30, 1862, to June 30, 1875.

1850: 4,294; 1860: 12,908; 1870: 15,093; 1880: 19,309; 1890: 22,814; 1900: 25,319; 1910: 27,044; 1920: 32,014; 1930: 34,719; 1940: 37,814; 1950: 40,719; 1960: 42,814; 1970: 44,919; 1980: 47,019; 1990: 49,119; 2000: 51,219. The population of the state in 1878 included only 22,248 the year from Jan. to June 30, inclusive. By State, the population was: Alaska, 1,000; Arizona, 147; California, 17,149; Colorado, 3,498; Dakota, 5,518; Florida, 12,629; Georgia, 1,000; Idaho, 1,000; Illinois, 1,000; Indiana, 1,000; Iowa, 1,000; Kansas, 4,094; Louisiana, 7,638; Maine, 1,000; Maryland, 1,000; Massachusetts, 1,000; Michigan, 1,000; Minnesota, 1,000; Mississippi, 5,096; Montana, 1,100; Nevada, 1,000; New Mexico, 391; Nebraska, 47,903; New Jersey, 1,000; New York, 1,000; North Carolina, 1,000; Ohio, 1,000; Oregon, 1,000; Pennsylvania, 1,000; Rhode Island, 1,000; South Carolina, 1,000; South Dakota, 1,000; Tennessee, 1,000; Texas, 1,000; Utah, 1,000; Vermont, 1,000; Virginia, 1,000; Washington, 6,473; Wyoming, 164; total, 284,548. In 1880 estimates were made for the population of the following States: Alaska, California, Colorado, Dakota, Illinois, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oregon, Wisconsin, and Washington. The 1880 estimates were made in any of the Southern States, and in California, New Mexico, and Texas, on account of the War. From the passage of the act up to 1871 there was a steady and rapid increase in the population of the Territory, the number that year reaching 42,004. There was

ceeding the panic, the number of entries fell to 23,179, and was still less in the two succeeding years. The increase, which barely commenced in 1877, has become very apparent in 1878. The number of entries so far are equal to any whole year since the panic, with a fair prospect of exceeding any of the years that have preceded it. The change in the tide of migration at different periods is quite noticeable. In 1875 Colorado received \$25, and in the first half of 1878 there were 4,128 entries. Kan-



























